
Downtown Library

By locating the addition on the east side of the bank building and recessing it from the street with a modest front setback, the new addition can be designed to have a civic “face.” The setback will allow it to “stand out from the crowd” – its neighboring buildings on Main Street, and this new addition can be designed in a manner that is optimal for the main foyer, circulation, rest rooms and other uses specific to a state-of-the-art civic building. It is noteworthy that, in order for the addition to be of a sufficient width to be feasible, additional property to the immediate east of the bank property will be required.

Design the Façade with a Civic Character

As noted above, it is important that the new library look like a library. Given the site location and form of the bank building, the wing addition will need to stand out with a civic-looking design. It should also feature the primary entrance for the library, and that entrance should be strongly articulated through design to read from the street as the main entrance.

With respect to the library’s architectural character, it could range anywhere from a very classical architectural style to a very contemporary style. Regardless of the building’s style or character, there should be a high level of quality. If a classical style is chosen, such as Greek Revival, Romanesque or Beaux Arts, it should be historically based and use classical architectural elements in an appropriate manner. Elements such as pilasters, columns, pediments, dentils, and entablatures should be used and proportioned correctly. Also, if a classical style is used, the new library should not closely resemble downtown’s existing institutional buildings, such as City Hall and the neighboring churches, in order to provide some distinction.

However, given the adjacency of the County Courthouse, emulating its Art Deco style is acceptable and perhaps even desirable, especially since it is not an overused architectural style in Downtown Gallatin. In order for a contemporary looking building to convey some degree of civic character, classical design elements might be playfully emulated in a manner that has much less detail than its historically-based counterparts, and it might even exaggerate classical architectural elements through an oversized scale.

Regardless of the library’s style or character, masonry materials, such as brick, stone and/or cast stone, should be used on the exterior to tie in the downtown’s other civic buildings. Similarly, because the former bank building has a red brick façade, the new wing addition should include red brick as either the primary or a secondary exterior material.

Create a Plaza in Front of the Library

Based upon the recommendation to set the new addition back from the street, an opportunity presents itself to provide another much needed public space for downtown. In general, the plaza should be a relatively small formal space that extends the width of the new library wing and that visually compliments the library. It should be intended for casual gathering or public ceremonies, but not intended as a grassy park or for special events. In fact, that type of public space is already being proposed next to City Hall.

It is recommended that the setback not exceed approximately 30 feet in depth from Main Street. The plaza should have a sense of enclosure on both ends (east and west) in order to define the space. The east façade of the bank building will achieve that objective on the east end of the plaza, but some other design measure will

be needed to help enclose the west end. It does not necessarily have to be a building, but it should be an object substantial enough in scale and opaqueness to provide a sense of enclosure for the plaza. The plaza surface should be paved in a high-quality masonry material that compliments the library’s materials, and there should be little to no vegetative ground cover. If trees are even provided in the plaza, they should be limited in number and be a type that can be readily pruned to create a canopy at least 7 feet above grade. The plaza should include seating, and a fountain or statue should be considered as a focal point for either a central or peripheral location within the plaza. Such fountain or statue should be compatible with the library’s architectural style or character. For example, a Victorian styled fountain would be compatible with a classical style of architecture, but would be incompatible with a very contemporary library.

Prohibit Vehicular Access Off of Main Street

In order to minimize vehicle delays, as well as reduce the potential for vehicle conflicts with both other vehicles and pedestrians, no new curb cuts should be provided on Main Street or Water Street within the study area. Specifically, motorists accessing the new library site will be able to do so more efficiently from Smith Street. Also, other motorists on Main Street and Water Street will be able to travel through and within the study area more efficiently if the library traffic is removed from these streets as much as possible. Facilities to drop off visitors and return books can be provided at the rear of the facility, and directional signage for parking can be provided on Main Street.

Downtown Library: One Hypothetical Design Among Many Options



This rendering illustrates just one of many design possibilities for the new downtown library. It borrows the Art Deco style of the neighboring County Courthouse, while the triangular pediments above the main entrance echo those of the Gallatin City Hall. The library's wing at left has been set back from the street and crowned with a formal plaza. Combined with the entrance's design treatment, this wing reads from the street as the library's formal front door, while the adapted bank building intentionally makes a more modest statement. Although this example utilizes a historic theme, if properly designed, a much more contemporary appearance might work just as well.

City Hall Annex

Annex Justification

The existing City Hall's building space is close to being completely utilized. Based upon the community's recent growth trends and anticipated increased demand for City services, it is likely that additional building space will be needed for the City Hall. Therefore, it is recommended that plans be made for an adjacent Annex and implemented when needed.

The Bigger Picture

The proposed City Hall Annex is part of a larger scheme for the site. It is proposed that Annex be located east of, and just behind, the existing City Hall. It is also recommended that the foreground between Main Street and the proposed Annex be developed with a new park. For additional information on this park, **see pages 32-33**. It is also recommended that this property be considered for one of two possible locations for a new downtown parking garage (**see page 30**). If located here, it should be positioned directly behind the proposed Annex, fronting and accessing onto Franklin Street.



The existing space between City Hall, at left, and the Chamber of Commerce building, at right, currently accommodates a much-needed parking lot. However, aesthetically and functionally, it also creates a gap in the streetscape that discourages pedestrian activity. A building and park, with parking behind it, would provide a more dynamic use of this space than the current parking lot.

Annex Design

Typically, an annex to an existing building should be architecturally compatible with the pre-existing building in order to provide some degree of design continuity and cohesiveness. While the annex does not need to be an exact duplicate of the original City Hall building, there should be a common design vocabulary between the two.

Because the existing City Hall's Colonial Georgian style, which is also shared by the nearby Chamber of Commerce building, the proposed City Hall Annex should be compatible in design. In particular, it should feature a red brick exterior and include Georgian elements, such as a pediment supported by classical columns. Although a pitched roof with dormer windows would clearly echo the City Hall, a flat roof with a parapet facade similar to downtown's historic commercial buildings might also work. Regardless of its specific design, because the Annex should be subservient to the City Hall building and serve as a backdrop to the proposed new park, its facade can afford to be somewhat understated relative to the original City Hall.

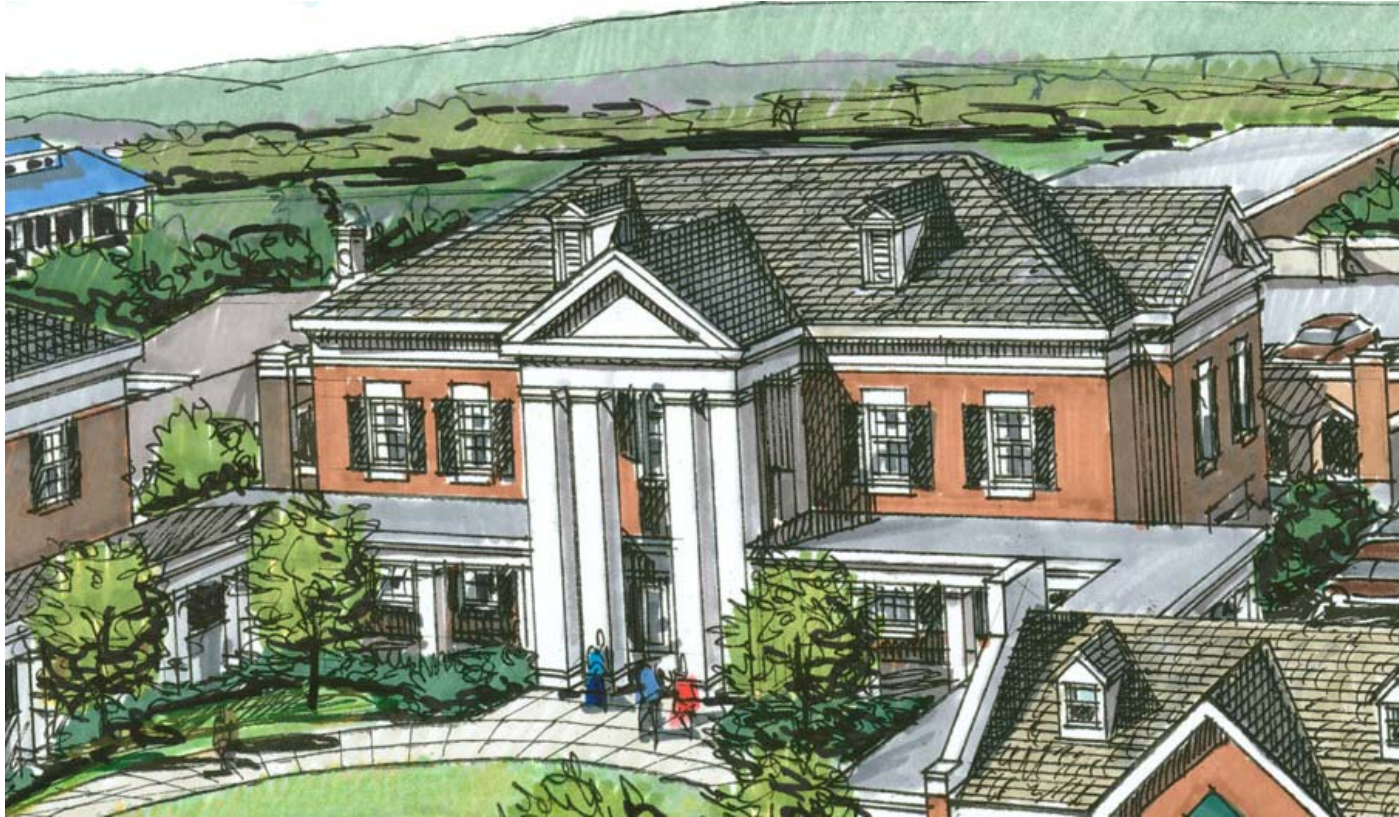


Design elements based upon the existing City Hall's Georgian style should be strongly considered when designing the proposed Annex. In particular, it should feature a red brick exterior and include Georgian elements, such as a pediment supported by classical columns.



The area within the red outline above is the proposed new City Hall Annex. Located so as to visually screen the proposed parking garage as viewed from Main Street, the Annex would also provide an attractive backdrop for a new park in its foreground.

City Hall Annex



This rendering illustrates one of the design possibilities for the proposed City Hall Annex. It utilizes the same Georgian architectural style elements as the adjacent City Hall at left and the Chamber of Commerce headquarters at right. Design elements that are compatible with one or both of the two pre-existing buildings include a red brick exterior, pitched roof, dormers, and a pediment above the entrance supported by columns. A roofed colonnade has also been added to tie all three structures together, as well as to provide protection from the weather. Because of the existing surface parking that would be lost by the proposed park and City Hall Annex, the proposed new parking garage behind the Annex would need to be built first.

New Sumner County Museum

Existing Facility

The Sumner County Museum is owned and operated by the Sumner County Museum, Inc., a non-profit organization. The existing museum building is located on West Main Street, but it is situated behind Trousdale Place, a historic house museum. The land on which the museum sits is part of Trousdale Place's property.

The museum building, which is filled with numerous important artifacts related to Sumner County's pre-history and history, consists of approximately 10,000 square feet. In addition to being insufficient for the museum's current and future space needs, the museum building is not an architecturally inspiring structure, although the museum's organization has worked hard to physically maintain it.



While Trousdale Place serves as an attractive "front door" to the current Sumner County Museum located behind it, the two entities are unrelated. Furthermore, Trousdale Place physically obscures the museum's visibility and creates a challenge to the museum's ability to create a strong public identity.

Proposed Facility

The museum's organization has clearly indicated that an improved home having much more space and greater visibility is a major priority. Preliminarily, they believe that approximately 30,000 square feet of space will be needed. In order to provide the museum with a more state-of-the-art facility, as well as one having a much greater visibility, it is recommended that the site directly east of the proposed new Downtown Library on Main Street be considered. That property is currently owned by the Baptist Church and used by the church for parking. However, if the church were a willing seller, much of the site could still be utilized for church parking even after the museum is developed.

The construction of a new Sumner County Museum on this recommended site would achieve several benefits. First, it would provide the museum with a much-needed new facility having greater visibility. In turn, the museum's interpretive program can be greatly enhanced, the museum will be able to significantly increase its visitation numbers, it will earn more revenue, the museum will be able to strengthen its identity within the community and region, and the museum's organization will be able to flourish more readily. Downtown Gallatin would also benefit greatly. Not only will a new museum serve as an additional anchor to draw more visitors and generate more foot traffic providing economic spin-off benefits to downtown businesses, but the museum would complete a new cultural/educational mini-district. By having the new library, museum and existing archives all adjacent to one another, a synergy will occur that creates a legitimate attraction for downtown. The area would be a draw for school field trips, individual students, geneological researchers, tourists, and citizens in general.

Clearly, the development of a new Sumner County Museum, as proposed, faces many challenges. Not only would the proposed site need to be acquired on terms acceptable to the church, but hundreds of thousands of dollars would be needed to design and construct such a facility. Funding would likely come from fund-raising events, public sector support, and private/corporate donations. It will not be an easy task, but if successful, it will be a huge benefit to the community, and it will further help define Downtown Gallatin as "the" cultural center of Sumner County.



The area within the red outline above is the proposed new Sumner County Museum. Located between the proposed new library on the left and the existing County Archives on the right, the museum would help to create a cultural and educational mini-district.

Street System

Existing Characteristics

As was documented in the *Background Study*, Downtown Gallatin's existing street system features a grid network that distributes vehicular traffic in an efficient manner. Because this pattern provides multiple route choices, the overall network capacity is increased, vehicular traffic is dispersed, and congestion is reduced, although not completely eliminated during peak traffic hours. This street network, combined with high-density mixed land uses, also encourages alternative transportation modes such as walking and biking.

Downtown's typical street includes one travel lane in each direction and parking on at least one side. Main Street, which is wider than the other streets, features a central turn lane. Curb radii of intersections are typically 10 to 15 feet, and speed limits range from 15 to 25 mph.

Two of the streets within the study area serve as key components to the community's overall transportation system. Water Avenue and Main Street accommodate a significant amount of through traffic, including truck traffic, that does not originate or end in downtown. Therefore, the City has established a hierarchical street classification for downtown that includes collector roadways and arterial roadways, as shown in the map on page 11 of the *Background Study*.

Street Type Categories

Based upon their existing and proposed dimensions and characteristics, the following six street types have been identified for Downtown Gallatin:

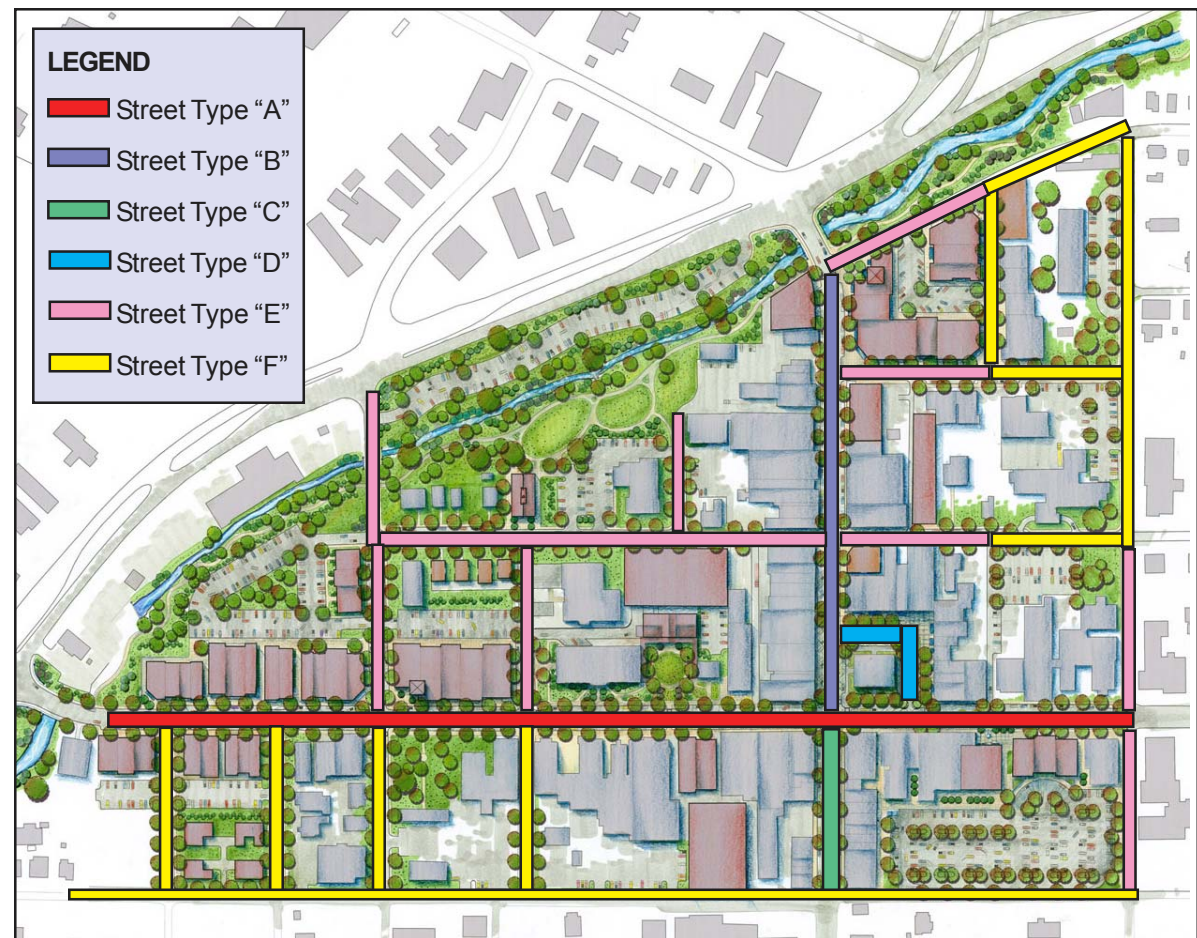
Street Type A: Main Street
Street Type B: North Water Avenue

Street Type C: South Water Avenue
Street Type D: Public Square
Street Type E: Secondary - Commercial
Street Type F: Secondary - Resid. / Mixed Use

Streetscape Enhancement Priorities

It is recognized that funding for improving downtown's existing streetscapes is limited and cannot be achieved in a single project. Therefore, streetscape improvements must be prioritized. Priorities should be made based upon each street's level of public visibility and adjacent redevelopment potential. It is recommended that the following order of priority be given to downtown's future streetscape improvements:

- 1) Street Type D: Public Square
- 2) Street Type A: Main Street
- 3) Street Type B: North Water Avenue
- 4) Street Type C: South Water Avenue
- 5) Street Type E: Secondary - Commercial
- 6) Street Type F: Secondary - Resid./Mixed Use

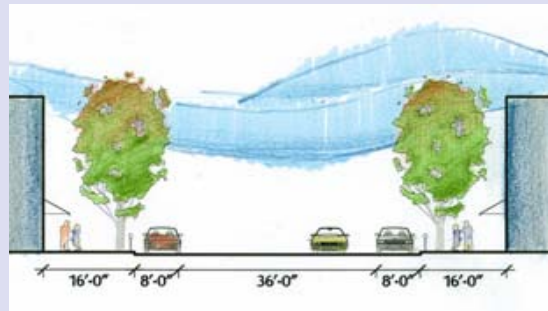


Street Cross-Sections

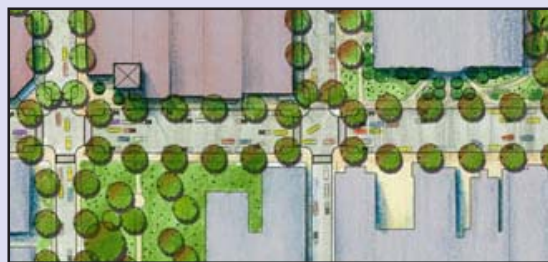
Street Type A: Main Street



Existing Main Street



Proposed Main Street Cross-Section

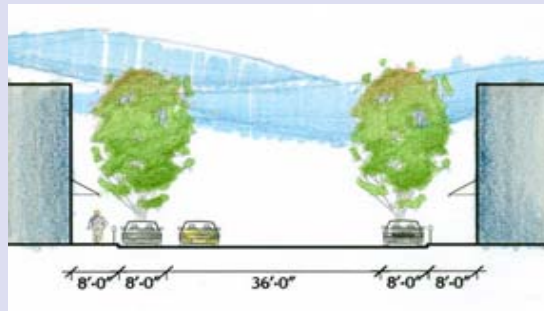


Proposed Main Street Plan

Street Type B: North Water Avenue



Existing North Water Avenue



Proposed North Water Avenue Cross-Section

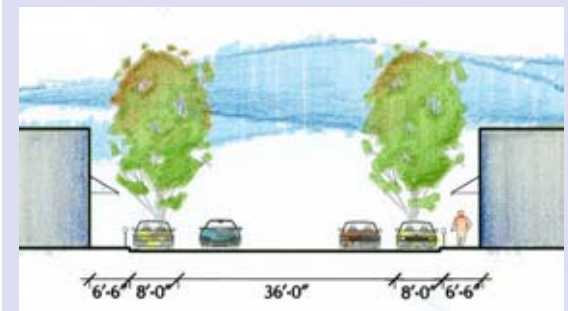


Proposed North Water Avenue Plan

Street Type C: South Water Avenue



Existing South Water Avenue



Proposed South Water Avenue Cross-Section



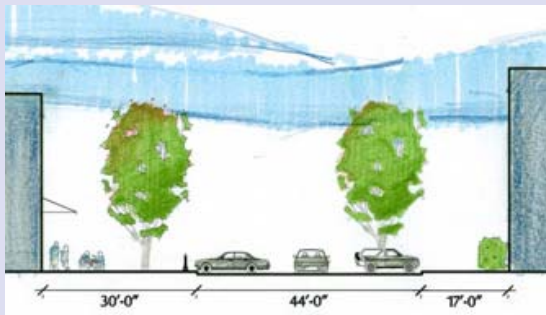
Proposed South Water Avenue Plan

Street Cross-Sections

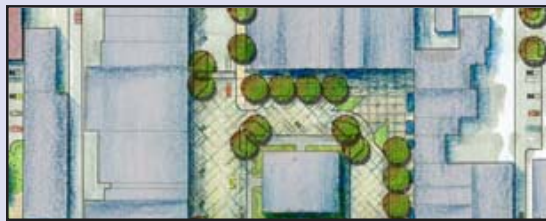
Street Type D: Public Square



Existing Public Square



Proposed Public Square Cross-Section

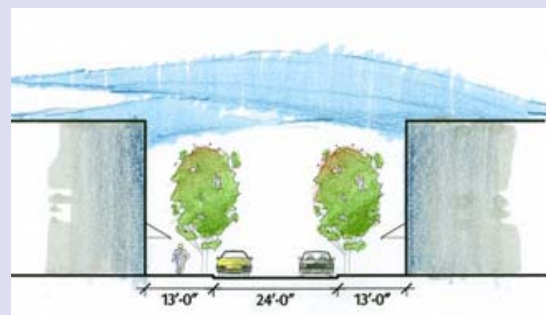


Proposed Public Square Plan

Street Type E: Secondary - Commercial



Existing West Franklin Street



Proposed West Franklin Street Cross-Section

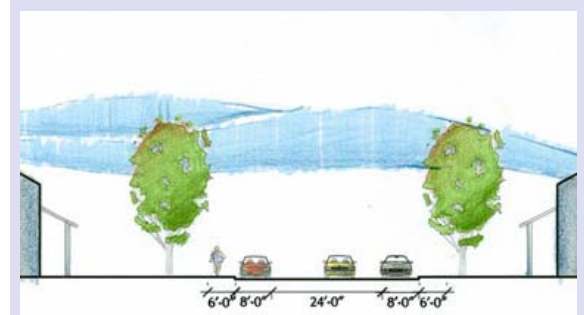


Proposed West Franklin Street Plan

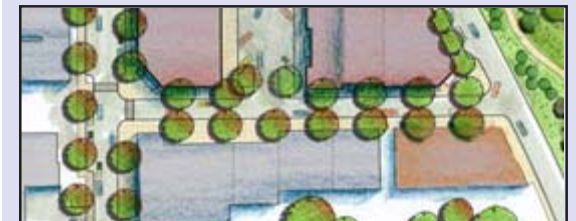
Street Type F: Secondary - Res./Mxd. Use



Existing Lane Avenue



Proposed Lane Avenue Cross-Section



Proposed Lane Avenue Plan

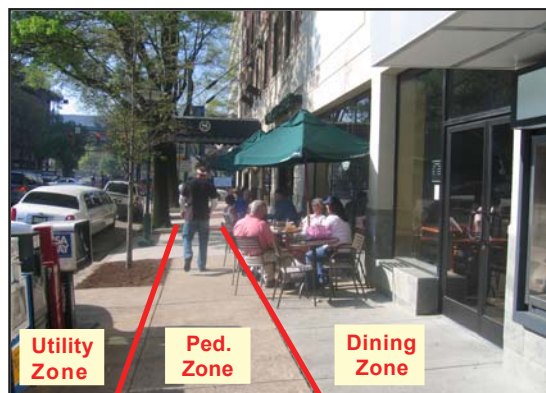
Streetscape Features

Sidewalk Zones

Within the context of downtown planning, “zoning” is not a term limited solely to the regulation of land uses. The portion of downtown streetscapes designed for pedestrians – that area located between the street curb and building facades - needs to be wide enough to comfortably accommodate two distinct areas: the “utility zone” and the “pedestrian zone.”

Utility Zone

The utility zone should occupy the portion of the sidewalk closest to the street curb. The elements contained in this zone include street trees, street lights, benches, trash receptacles, kiosks, newspaper racks, and street venders. This zone should be located on the outside portion of the sidewalk for multiple reasons, including the protective buffering provided to pedestrians by the zone’s objects, as well as the fact that trees cannot be planted too closely to buildings.



This photograph illustrates that a relatively narrow downtown sidewalk can still accommodate a “utility,” “pedestrian,” and “dining” zone.

Pedestrian Zone

The pedestrian zone is the corridor located between the utility zone and adjacent building facades, and it should be open to accommodate pedestrian flows. It should include a minimum width of four feet in even the tightest and most constricted streetscapes.

Dining Zone

A downtown streetscape does not have to be particularly wide in order to accommodate a third zone – the “dining zone.” While its design can be much more flexible and adaptable than the other two zones, the dining zone can be as narrow as a small table for two. While most dining zones are located directly adjacent to their associated buildings, some are integrated into the utility zone on especially wide streetscapes, although they are typically delineated by large planters, fencing or some similar feature.

Sidewalk Paving

Far too much money is frequently spent by many communities that want to “gold plate” their downtown with the finest sidewalk materials, such as 100 percent brick. However, some of the greatest downtowns in the world have predominantly concrete sidewalks. Although rich sidewalk materials are effective in broadcasting the message that downtown is treasured by the community, and they may help stimulate adjacent private development, few people visit a downtown to simply enjoy its high-quality sidewalks.

Cost-effective alternatives to exclusively brick sidewalks include concrete with brick accenting strips, as well as scored concrete that creates geometric patterns to visually break up the expanse of concrete. Approaches such as imitating brick with stained and stamped concrete should be avoided by Downtown Gallatin. Not

only do they often look like cheap imitations conflicting with the authenticity of the historic downtown, but the inevitable patching that will be required to accommodate future underground utility improvements will not match the original work. Another material to avoid is tile, including tiles that might otherwise look like bricks, as they become a liability when made slick by rain.

Street Lights

The most important attribute for downtown streetlights is that they have a human scale for aesthetic reasons and for a greater pedestrian emphasis. Many downtowns also opt for a historic style to reinforce its historic character.

Currently, Downtown Gallatin has human-scaled Victorian style street lights on Main Street, the public square area, and one block of North Water, but the balance of downtown has standard “cobra head” lights mounted on wooden utility poles. Because their scale is automobile-oriented and they are unattractive, it is recommended that the existing historic streetlight style be expanded throughout Downtown Gallatin.



The existing Victorian style lights found on Main Street, at left, should replace the cobra head lights found in the balance of downtown.

Streetscape Features

As in the case of streetlights, benches and trash recepticals can do much toward setting the character of a downtown. There is typically no right or wrong answer, as it is a matter of the community's preference and the image desired for the downtown. However, because Downtown Gallatin already features attractive, functional and appropriate Victorian-style streetlights on Main Street, it is recommended that this same theme be continued. Not only will that approach be cost-conscious by avoiding the replacement of the existing lights on Main Street, but it will also reinforce Downtown Gallatin's historic character, which was identified by this plan's preference survey to be a favorite attribute for downtown.

Benches

Locations

Within Downtown Gallatin's streetscapes, it is recommended that benches be positioned with their backs to adjacent buildings and facing the street. When possible, they should not visually obscure storefronts, and they should also avoid being too close to building entrances. On a typical block, benches should be located near street corners and at mid-block points. For special locations, such as parks and plazas, bench locations should be tied to the overall space plan.

Design

As noted above, it is recommended that a nineteenth century style be pursued for downtown's streetscape furnishings, including the benches. There are currently "Savannah" style benches in Downtown Gallatin, consisting of a black cast iron framework with wooden slats on the seating surface. Although there are optional contemporary styles illustrated above, it is recommended that the existing style be expanded upon.



It is recommended that Downtown Gallatin's existing style of bench, shown above, be expanded throughout the downtown. However, the two styles below are more contemporary options to also be considered.



Trash Recepticals

Location

Trash recepticals can be provided slightly less frequently than benches, and are typically provided at street corners. They are less needed in areas peripheral to downtown's core where foot traffic is less intense. While they are often located near benches, they should not be too close, as insects and odors from recepticals can make nearby benches unpleasant during the season's warmer months.

Design

The existing recepticals are very dated looking with an aggregate pebble exterior. It is recommended that they be replaced by a more

traditional style that is compatible with the downtown's historic character.



It is recommended that Downtown Gallatin's existing style of trash receptical, above left, be replaced by a more traditional style, as shown above right. However, the two styles below are more contemporary options to also be considered.



Overhead Utilities

At present, Main Street, the public square area, and one block of North Water are downtown's only streets that do not have overhead wiring mounted on utility poles. It is recommended that, as future streetscape redevelopment occurs, the burying of overhead wiring be explored with the utility companies. Because of its functional importance and high visibility, Water Avenue should be given the highest priority. For more detailed information on this subject, see page 43.

Street Intersection Improvements

Street intersections are one of the most important component of any downtown street system. Functionally, they must allow for efficient traffic flows in order to avoid congestion. However, because they are the designated crossing point for pedestrians, they must also serve the needs of pedestrians for convenience and safety. Furthermore, because of the high visibility of intersections, particularly those with traffic lights, their appearance can reflect greatly upon the downtown.

Although it is proposed that all of Downtown Gallatin's street intersections eventually be improved as streetscape improvements occur over time, the three intersections highlighted on this page should be given the highest priority because of their important locations. The following improvements should be provided for each intersection:

- *Pedestrian "bulb-outs"* at corners to protect vehicles at the end of a parking row and to decrease the pedestrian crossing distance
- *Cross-walks* distinguished by special pavers



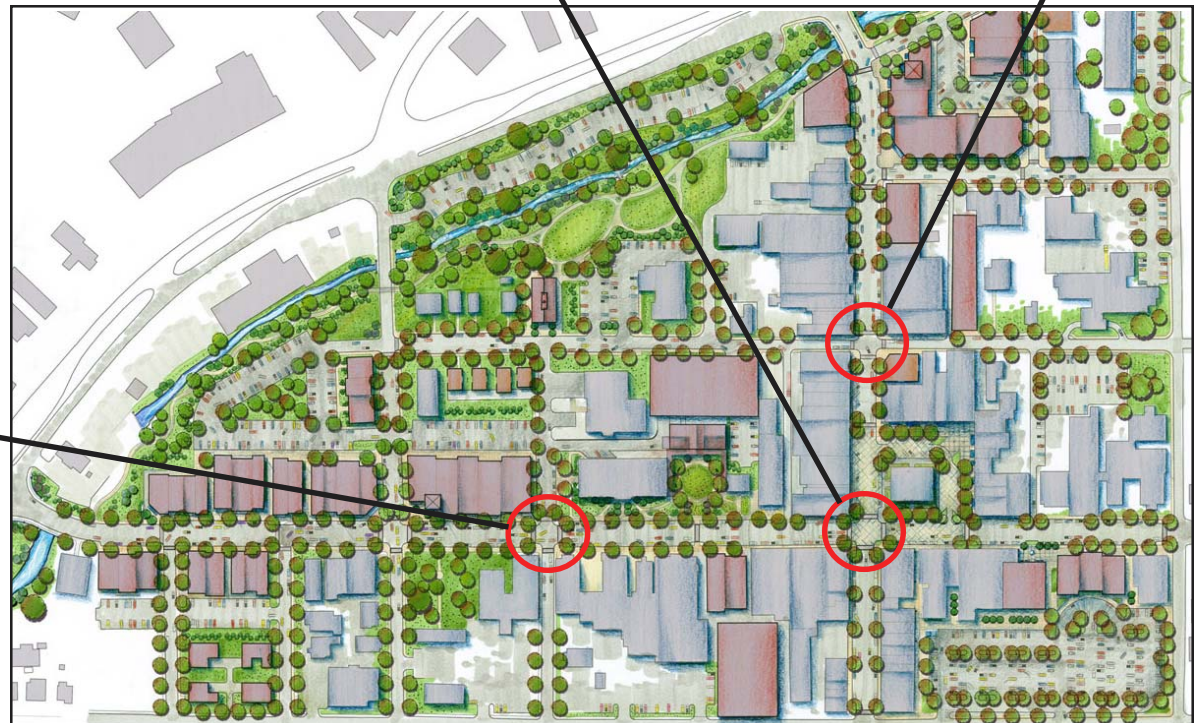
Main Street & Water Avenue



Franklin Street & North Water Avenue



G.F.D. Memorial Blvd. & Main Street



Other Traffic Improvements

Main Street Peak-Hour Congestion

Currently, there is a significant amount of through traffic in the downtown core, particularly during the evening peak hours. These motorists are not making trips that originate or terminate downtown. Instead, these motorists are traveling through Downtown Gallatin on their way between businesses and residences outside downtown. When combined with the traffic that is generated by the land uses downtown, significant congestion occurs on Main Street and Water Avenue. In particular, the traffic on Main Street typically backs up between Highway 31E and Water Avenue. Such congestion effectively forms a barrier for pedestrians crossing these facilities.

In addition to this plan's recommended pedestrian bulbs, which will shorten the distance pedestrians have to travel, and special crosswalk pavers to help distinguish pedestrian crosswalks and alert motorists to the presence of pedestrians, traffic congestion and the associated delays could be reduced by implementing the following strategies:

1. Reducing curb cuts on Main Street
By limiting the number of ways that motorists on Main Street can turn into individual properties on either side of Main Street, the through traffic on Main Street can flow through the roadway network more efficiently.
2. Synchronizing signals on Main Street
By allowing adequate progressing through the existing traffic signals on Main Street, the through traffic on Main Street will be able to flush through the roadway network more efficiently.

3. Pedestrian signal phases / activations
To facilitate pedestrian crossings across Main Street and Water Avenue, all of the existing and future traffic signals along these streets should be modified to include pedestrian signal phases and push-button activations.
4. Providing alternative traffic routes
Currently, there are few efficient ways to travel between South Water Avenue and Highway 31E without traveling through Downtown Gallatin. If alternative connections are provided south of the downtown core, such as that already provided by Maple Street, the amount of through traffic in the study area will decrease. Smith Street, which is south of Main Street and travels in an east-west direction from Town Creek to Pardue Avenue, has been discussed in the past as an alternative. Although it is parallel to Main, there is a limited potential for this roadway to reduce the traffic volumes on Main because its western terminus does not extend to Broadway. Furthermore, the extension of this street is not recommended. Still, as the buildings on the south side of Main Street are rehabilitated and additional land uses such as the library are constructed, Smith Street will become key access to rear parking facilities.

Public Square Directional Flow

Currently, the roadway infrastructure within the Public Square includes two travel lanes that accommodate a clockwise traffic flow. However, the traffic volumes within the Public Square could be accommodated with only one travel lane. Therefore, one of the existing travel lanes could be eliminated and replaced with additional parking, sidewalks, or landscaping without compromising the efficiency of traffic flow within the Public Square.

Truck Traffic Routing

Currently, Main Street and Water Avenue are not only part of the Tennessee's State highway system, but they are also part of the State's truck route. Therefore, a significant amount of truck traffic is routed through downtown even though these trucks are not destined for downtown land uses. Such truck traffic could be reduced or eliminated in the downtown core if the truck route were relocated to State Route 109 Bypass. With this scenario, trucks traveling in undesignated portions of downtown, unless local deliveries are required, could be ticketed. Based on the current traffic volumes in the study area, as well as the current truck percentages, the elimination of truck traffic from Main Street and Water Avenue could significantly reduce congestion and delays on these facilities, particularly during the evening peak hours.

It is important to note that the City of Gallatin will need to negotiate an alternative truck route with the Tennessee Department of Transportation (TDOT). Should TDOT agree to modify the existing truck route to eliminate the portions of Main Street and Water Avenue that are in the downtown, the truck routes that are published by the State and distributed to trucking companies would be modified to direct large trucks around Downtown Gallatin. In addition, the City of Gallatin and TDOT would partner to install appropriate signage within downtown to alert truckers of the prohibitions. Should such modifications be made, it is likely that the City of Gallatin will receive complaints from residents and property owners who are negatively affected by the modification to the truck route. Therefore, a controlled access facility such as State Route 109 Bypass, which has few residential and commercial properties immediately adjacent, would be an appropriate alternative truck route.

Other Traffic Improvements

Should the truck route be modified, it will be necessary to provide adequate signage throughout the revised route. Such modifications will only be as effective as the communication that TDOT has with the trucking companies. Specifically, the updated truck route will have to be distributed universally and consistently to both regional and national trucking companies. Once those steps have been taken, actual enforcement will require a police presence that includes consistent and aggressive ticketing of offenders. In addition, the most effective ticketing policies include penalties for both the driver and the trucking company.

Alley Enhancements

Compared to many downtowns, Downtown Gallatin has very few alleys. However, because of their usefulness, existing alleys should always be retained and opportunities for the creation of new alleys should be pursued. For example, this plan proposes the creation an alley-like system for the blocks bound by West Main Street on the south and West Franklin Street on the north, between West Broadway and GFD Memorial Blvd. Unlike standard alleys, these access lanes are flanked by ninety-degree parking on either side, but they will provide rear access and parking to their adjacent buildings.

With regard to downtown's existing alleys, the following improvements are recommended:

Elimination of utility poles and overhead wiring where feasible. Clearly, the location of utility poles and overhead wiring within downtown al-

leys is much more preferable than on downtown streets. However, as future streetscape improvements occur, opportunities for burying overhead wiring currently located within adjacent alleys should be pursued.

Provision of sufficient lighting.

As the photograph below reveals, at least some alley segments in Downtown Gallatin currently have lighting. However, any segments that lack lighting should be provided with lighting for safety purposes.

Maintaining alleys for cleanliness

Despite their utilitarian function, there is no reason that alleys cannot be relatively free from trash. The City and Greater Gallatin should encourage property owners and tenants to make an effort keep their adjacent alleys clean.

During the course of this planning project, the idea of eliminating dumpsters from alleys was raised. However, because alleys are intended to have low visibility and there are no feasible alternatives for trash collection, it is recommended that they continue to exist in Downtown Gallatin's alleys.



This alley behind the buildings fronting the west side of North Water Avenue, between West Main and West Franklin Streets, is functional but unattractive.

Surface Parking

On-Street Parking

Because of the importance of convenient on-street parking for Downtown Gallatin's businesses, this plan proposes to maximize on-street parking to the greatest extent practicable. In fact, it is estimated that, even with the proposed streetscape improvements, no more than one or two spaces will be lost per block face. The majority of downtown's parking must be parallel because of limited curb-to-curb distances. However, the Public Square area can continue to accommodate angled parking, which is easier to access and yields more spaces than parallel parking. The proposed streetscape improvements there are projected to result in a total of 38 spaces, 13 fewer than currently exist. However, the proposed design can be modified, if necessary, to yield a few more spaces.

On-Street Parking Designation

It is critical that on-street parking be clearly marked so that potential parkers will be aware of its availability. While the existing parking is relatively well marked in most places, it can be improved in others, and it will be an issue to consider whenever new street paving occurs. It is recommended that parking spaces continue to be designated through paint striping, but the small signage often used by many communities is not recommended in order to avoid any additional visual clutter.

On-Street Parking Management

One of the most effective means for enhancing Downtown Gallatin's parking conditions is to manage the on-street parking differently. At present, on-street parking is limited to 2 hours, and those who violate this limitation are issued a ticket. Despite this current system, abuses by downtown employees appear to be an on-

going problem, which hurts downtown businesses because convenient customer parking is unavailable. Consequently, the following two recommendations are provided:

- Extend the time limit from 2 hours to 3 hours in order to give people sufficient time to shop and dine within a single trip to downtown.
- Issue special stickers for all vehicles of downtown employees. Initiate the program as voluntary, but if it does not work within a few months, adopt a higher fine structure for parking violators that are downtown employees.

Off-Street Parking

Another approach to maximizing downtown's parking supply so that additional new parking is only needed in limited amounts is to physically enhance and promote the existing lots, as follows:

Physical Enhancements

The following measures should be taken to improve Downtown Gallatin's existing parking lots:

- Redesigning and paint striping parking rows for maximum efficiency
- Internal landscaped islands to anchor parking rows, to include shade trees
- Peripheral landscaping, wall or fencing to provide a complete year-round screen along all streets for a minimum height of 3 ft.
- Pedestrian-scaled lighting for safety
- Screening of dumpsters and loading areas to minimize their visual impact
- Limiting parking lot access to alleys and side streets, as opposed to Main Street and Water Avenue
- Extending physical enhancements, particularly lighting, to pedestrian corridors linking rear parking lots with streets



These two photographs illustrate two different, but equally effective, methods for screening parking lots that front onto streets. For Downtown Gallatin, a brick wall might be more appropriate for downtown's core, while landscaping should be reserved primarily for downtown's peripheral areas.



Of those who responded to the household survey regarding the availability and convenience of parking in Downtown Gallatin, 35% thought it is "average," 37% thought it is "poor," and 15% thought it is "very poor." Only 12% believe downtown parking is "good" or "excellent."

Surface Parking



Existing character of Downtown's parking areas



Proposed character of Downtown's parking areas

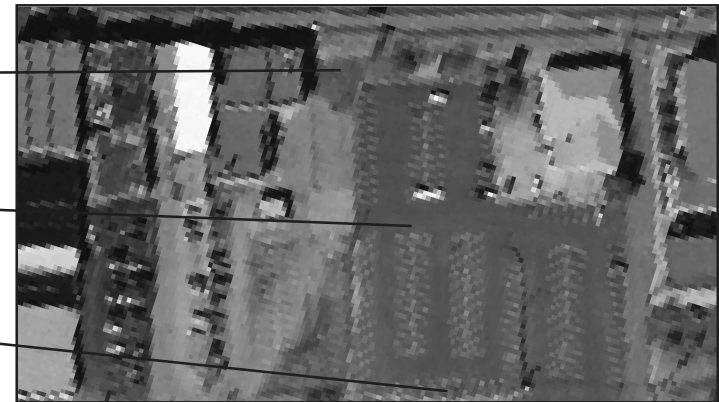
The two images at right illustrate the parking lot located south of East Main Street behind the future new downtown library. The aerial photograph conveys how the parking lot presently appears, while the site plan shows how it might be designed in the future. The proposed layout features an efficiently designed parking arrangement, as well as peripheral screening along the adjacent streets, and internal landscaped is-

lands for shade trees. The proposed design is more attractive and comfortable for future users and might attract more parkers. Although access to the parking lot is shown only off of EastSmith Street, it might also be provided off of

South Boyers Avenue. Also, because this parking area is privately owned, the City should consider either acquiring the property or entering a long-term lease to achieve these improvements.

Existing Parking Area Behind Future Library

- Access off of Main Street
- No Internal Islands or Shade Trees
- No Peripheral Screening



Proposed Parking Area Behind Future Library

- Internal Islands with Shade Trees
- Peripheral Screening
- Access off of Secondary Street



Surface Parking

Employee Parking

It is recommended that a portion of the parking spaces provided adjacent to City Hall be reserved for City employees. However, these spaces should be offered to City employees at a premium. For example, a surface lot not adjacent to City Hall, such as the lot adjacent to the Police Department, could be available to City employees at no cost, but a certain number of spaces adjacent to City Hall could be available for a fee. Also, some spaces adjacent to City Hall could be offered temporarily as a reward to deserving employees. Similarly, because the number of parking spaces adjacent to the Courthouse are in limited supply, it would be desirable to relocate any reserved parking spaces in this location to the parking facilities adjacent to City Hall.

Once new and improved surface parking spaces are available, the number of motorists routinely re-parking on-street in order to avoid infractions of the time limit should be reduced. Also, additional strategies should be pursued, such as those suggested previously on page 26 under “On-Street Parking Management.”

Promotion of Parking

The following measures should be taken to better promote Downtown Gallatin’s existing parking lots:

- Provide small directional signage as needed to guide drivers to public parking lots
- Create and distribute a brochure identifying downtown parking as either a stand-alone brochure or within a broader brochure for

downtown

- Adopt a logo that easily identifies downtown parking



This logo from Downtown Pensacola, Florida, is an example of the type of logo that might be developed for Downtown Gallatin.